

**BY ORDER OF THE  
CHIEF, NATIONAL GUARD BUREAU**



**AIR NATIONAL GUARD POLICY  
DIRECTIVE 90-2132**

**1 JULY 2003**

**Command Policy**

**COMPLIANCE AND STANDARDIZATION  
REQUIREMENT LIST (C&SRL)  
RED BALL MAINTENANCE PROCEDURES**

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This directory implements Air Force Policy Directive (AFPD) 90-2, *The Inspection System*, and is applicable to all Air National Guard (ANG) flying units. Compliance with this directory and its parent instruction Air National Guard Instruction (ANGI) 21-101, *Maintenance Management of Aircraft*, is mandatory. Units will supplement this publication with items developed from appropriate technical data, Air Force Occupational Safety and Health (AFOSH) Standards (STD), local operating instructions (OI), etc., to assess internal compliance. Higher Headquarters/Inspector General (HHQ/IG) may use this directory in whole or in part during evaluations and exercises.

**SUMMARY OF REVISIONS**

**This document is substantially revised and must be completely reviewed.**

**1.** The items listed do not constitute the order or limit the scope of the inspection/assessment. As a minimum, units will use this directory in conjunction with the annual unit self-inspection. The objective is to identify deficiencies that preclude attainment of required capabilities.

**Table 1. Red Ball Maintenance Procedures**

ITEM NO.	ITEM AND REFERENCES (All references are to ANGI 21-101 unless otherwise indicated)	YES	NO	N/A
1.	Red Ball Maintenance Procedures			
1.1.	Are specialists immediately dispatched by MOC, expeditor, or Pro-super, to assist the crew in any discrepancy abnormal to the launch/recovery sequence? (18.20.1.)			
1.2.	Does the MXG/CC ensure local procedures are established (when Red Ball Procedures are used) and written in an OI? (18.20.1.)			
1.3.	Are all red X discrepancies cleared from both the aircraft forms and the MIS prior to flight? (18.20.1.)			
1.4.	Has the unit developed local procedures to ensure Red X discrepancies discovered during time-sensitive maintenance accomplished during red ball, launch, or EOR operations are input and cleared from the forms prior to flight and the MIS is properly documented as soon as possible? (18.20.1.)			
1.5.	If the aircraft status changes, is there an exceptional release re-accomplished, by a certified individual upon completion of maintenance and before the aircraft is released for flight IAW TO 00-20-1? (18.20.1.)			
1.6.	When the MIS is down, are procedures developed to ensure the appropriate documentation is completed as soon as the system is operational? (18.20.1.)			
1.7.	Are personnel aware that Red Ball maintenance in no way authorizes technicians to take shortcuts or deviate from technical orders, personnel safety requirements or fail to properly document the aircraft forms and MIS for completed repair actions? (18.20.1.)			
1.8.	Are TOs, tools, rags, parts, unused supplies and checklists accounted for before the aircraft is allowed to taxi/takeoff? (18.20.2.1.)			
1.9.	Is there emphasis placed on FOD awareness/prevention during this critical maintenance operation? (18.20.2.2.)			
1.10.	When engines are operating, is there a safety observer (maintenance or aircrew member) maintaining interphone communications or in full view of the flight crew and positioned to maintain overall surveillance of the aircraft and personnel performing maintenance? (18.20.3.)			
1.11.	Are weapons loaded aircraft safed IAW applicable MDS and/or weapons specific technical data? (18.20.4.)			
1.12.	Are inlet and/or area inspections completed prior to start, if applicable? (18.20.5.2.)			

ITEM NO.	ITEM AND REFERENCES (All references are to ANGI 21-101 unless otherwise indicated)	YES	NO	N/A
1.13.	Does the Red Ball Maintenance team consist of an appropriate number of knowledgeable individuals who are trained and skilled in troubleshooting and system repair? (18.20.5.3.)			

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Director, Air National Guard